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while to query whether any distinguishable share in the weight-and-tale result of a productive process is attributable to the land or some second share to the machinery employed, or still a third share to something else; for, obviously, even were this separate industrial productivity to be distinguished, nothing would follow therefrom for any purpose of value imputation, if it be, indeed, true that no one of the factors and not even all of them together can lay claim to any degree of value productivity.

No doubt one might—possibly—object that though the productive factors never produce value, they do nevertheless produce things that have value, and get compensated according to the quantum of value somehow and from some where attached to the things produced.

But however this may be, it is full time that some clear word get itself spoken against the confusion, general and chronic in economic discussion, between material productivity as over against value productivity—between technological result and value result—and that protest be recorded against the disastrous variety of meanings masquerading under the superficially inoffensive concept of *product*. This service Professor Leifmann has thoroughly performed—and somewhat overperformed.

H. J. DAVENPORT

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*The State Works of Pennsylvania.* By ALVARD LONGLEY BISHOP, PH.D. Publications of Yale University, New Haven, 1907. 8vo, pp. 149.

The author's first chapter summarizes the activities of state and private companies before 1823 when the agitation which finally led to the construction of the state works first assumed importance. It is pointed out that the project of connecting eastern and western waters had not only been proposed but surveys and estimates had been made at a much earlier date. The public interest in internal improvements was so great and the policy followed so progressive and liberal that over \$2,000,000 of the public funds had been spent in subsidizing such projects. Still it was not until Philadelphia saw her western trade threatened by New York and Baltimore that the agitation became powerful. This movement, including the various reports, the legislative action, and the conflict of opposing interests, is traced in detail up to the passage of the act of 1826 providing for

the actual construction of the canal. The original intention was to build the main line first but in 1827 this was completely changed by another act providing at the same time for a large number of lateral and local works. This was caused by local interests, sectional jealousies, and legislative log-rolling, and had the result of so hampering and delaying the construction of the main line that it was not completed until 1834.

Turning to the financing of these state works, the author points out the very inadequate provisions to meet the interest on the state bonds (due to the resort to every expedient but sufficient taxation), the complete failure of the works as a financial enterprise, and the consequent constant struggle to preserve the credit of the state. This is followed by an interesting account of the corrupt practices connected with the building and operation of these works in which there appears practically every form of corruption and graft with which we are so familiar in our own times, conditions such as lead to the conclusion that—

throughout the greater part of their history the public works were used by the political party in power as an invaluable instrument of political corruption, destroying the morals of citizens and squandering the resources of the state.

It was this evil together with the financial difficulties which started the movement ending in 1857–58, in the sale of all the state works at a great loss.

The Appendix contains a few official documents, and a number of financial tables, besides a bibliography. The author has based his investigation in the main on official documents. It has been carefully done, and the result is a chapter in our economic history which should prove very instructive reading to those now interested in the problem of government ownership.

CHESTER W. WRIGHT

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#### NOTICES

*Les accidents du travail.* Régime du risque professionnel. Exposé pratique de l'ensemble de la législation sur la matière. Par LOUIS ANDRÉ. Paris : Larouse. Pp. 126.

The author follows the course of legislation in France providing indemnity to wage-earners in case of accident, beginning with an exposition of the fundamental law of April 9, 1898, and including an account of the laws of June 30,